FROM PARIS.

Accident to the Prince Imperial-The Question of Peace or War -The Cable-Departure of Ristori -Executions in Rome-Jewels for the Queen of Prussia-A Chapter of Court Scandal, Etc. Etc.

PARIS, August 9.—The Emperor's departure for Vichy came very near being prevented at the last moment by an accident to the Prince Imperial. The young gentleman, in attempting a gymnastic exercise beyond his force (probably in emulation of the great Blondin) fell to the ground, and was so severely hurt as to remain insensible for nearly a quarter of an hour. Dr. Neiaton was called immediately, but his patient had recovered consciousness when he arrived. After an examination the Doctor declared that the Prince had received no serious injury, and that the Emperor need have no anxiety in leaving him.

Several of the Ministers, Chevalier Nigra, the Italian Ambassador, and Prince Napoleon are at Vichy in daily consultation with the Emperor. A munisterial council, the Empress presiding, is held every day, for the form, at St. Cloud, but the real business on hand is transacted at Vichy. Rumors of armed French in-tervention after the armistice are again springing up. The purchase of norses and mules for the army, which was suspended a tew weeks ago, has recommenced.

Charware has a capital print this morning. Father Rhine, a very cleerly gentleman in spectacles, otherwise scantily attired, seated by his urn, is reading a newspaper. Below is the inscription, "rather Rhine just beginning to

take an interest in the journals."

French address in touching upon prohibited subjects is something wonderful to contemplate. The success of the Atlantic cable would, at any other time, have been the all-absorbing topic. The French papers have at present but little time or space to devote to it. The incredulous, both in France and England, have not yet quire made up their minds that the despatches from the other side of the water are not manufactured in England. I had the plea sure of seeing one of the first messages trans-mitted across the Atlantic. It was from our energetic and enterprising countryman, Cyrus Field, Esq., to our Minister, Mr. Bigelow. Mr. Bigelow being out of town, Mrs. Bigelow had the pleasure of receiving this first greeting. It was dated Newfoundland, Friday, 11 P. M., and was received in Paris, Saturday, at 6 A. M. The despatch was worded simply:—"The Atlantic cable is successfully laid. May it prove a blessing to all mankind. Cyrus Field." The English will probably be credited with the suc ess of this great undertaking, for it has been lone principally through English capitalists; but it is nevertheless true that, without Cyrus Field's indomitable will, the Atlantic cable would have been deterred to illustrate clory of another generation, perhaps of another

I had the pleasure of acceiving a few days ago a letter from a relative on the United States ship Colorado, in which he gives me an enthusiastic account of his Fourth-ot-July dinner at The ward-room officers were the hosts and the Captain the guest upon the occasion. The dinner was excellent, thanks to the skilful catering of Surgeon S.; but my correspondent expatiates more especially upon the merits of the American Kagle champagne-a new brand -a dozen of which had been sent as a present some time before to an officer on board, for this occasion, by Colonel Norton, New York Commissioner for the great exposition. All agreed in pronouncing this wine to be quite equal to the Moct green seal, or the Veune Cliquot. The principal toasts drank were:—"The day we elebrate," "The President of the United States, The Secretary of the Navy," "The healths of Senator Grimes and of Honorable W. Rice," Chairmen of the Naval Committees. After these official compliments came the health of Colonel Norton, followed by any amount of jollitica tion, which was kept up until it was time to

Bistori, with her troupe, sails for the United tates on the 1st of September. She will extend

A new edition of the "Queen's Necklace"-the een, in this instance, being fortunately above suspicion, and the fraud being discovered in time—is the talk of Paris and Germany at present. The incidents related cannot be called in question, and will soon be given to light in a more enlarged form by the Gazette des Tribu-

In the month of February, Mensieur Cramer, one of the most celebrated jewellers of Paris, received a letter sealed with the arms of Prussessing sia, of which the following is a copy:-

"Monsieur :- Her Majesty the Queen of Prussia in tends to create a special decoration for distinguished women of all countries. My sovereign having had occasion to admire the jewels coming from your workshops, deigns to confide to you the execution of the medals of the order which she proposes to create. As in the cases of all Prussian decorations, there will be three classes of crosses. The first class will be necessarily the most brilliant, and her Ma-jestvallows you ten thousand francs for this work-manship; four thousand francs for that of the second lass; and two thousand five hundred francs for the third class. Can you furnish us, within a very short period, these crosses, set in diamonds, according to the designs which I will send to you, if the affair

should be decided upon! "Comte Schaffgotsch, "Chamberlain of H. M. the King of Prussia," The Parislan jeweller was both flattered and delighted to undertake so magnificent a commission. He replied immediately, accepting gratefully the orders which might be offered to

Some days afterwards the Chamberlain sent the designs, executed by the Queen herself, who added he, had written underneath the sketch several notes with her own hand.

The most entire secresy was recommended, for the Queen did not wish that the creation of this order should be known before the day for the distribution of the first prosses should arrive. And, besides, the Queen feared the jewellers of Berlin would be dissatistied at her addressing herself to Parisian manufacturers. The Count conjured M. Cramer to preserve with the greatest care the Queen's drawings, as they would be required of him when the decorations should be completed.

Some weeks after the jeweller sent off to Berlin a cross surrounded with diamonds, and in reply received a letter of felicitations and an order for twelve crosses of the first class, which the Queen destines for all the female sovereigns of Europe. A third letter soon followed the first two. In this the Chamberlain advised M. Cramer to watch over his workmen during the whole time of the execution of the work, upon the success of which would depend much more important purchases. As the Chamberlain was a most intimate friend of the Prince of Hohencollern, he had obtained from him a most olemn promise that the new crown jewels of Moldavia should be furnished by no other than

When the diamond crosses were ready the eweller wrote to inquire if they must be forwarded to Berlin.

replied Count Schaffgotsch; "I am charged with a diplomatic mission, but upon a certain day I shall be in Colorne, and in passing I will call for the decorations at my bankers' to whose address you may send them."

M. Cramer sent the farticles to the house of Oppenheim & Co., and informed them that they yould be required to deliver them to the Cham-

berlain of the King of Prussia. The banker Oppenheim received, a few days later, a letter scaled with the Queen's arms, which informed him that the writer could not stop in Cologne, but that he would be ready to receive the package intended for him at the railway station, and a receipt would be given to the clerk who might be charged with the commission. When the train entered the station, an elegant gentleman alighted, went directly to the clerk, and said:—"I am the Count Schaff-gotsch. Here is my card and the receipt. Give me the box." Five minutes afterwards the Count

was off to Berlin. fortnight now clapsed, when M. Cramer re ceived another letter. The Queen of Prussia, astonished and charmed at his success, had decided to confide to him the manufacture of all the crosses of all the orders, amounting to about &

\$100,000 in value. M. Cramer having as yet received no money, commenced to suspect. He wrote to the Prussian embassy for information with regard to Count Schaffgotsch. He heard that no one could be more worthy of the highest consideration. "But," said the Count de Goltz, the Prussian Ambassador at Paris, 'may I ask

why you seek this information?"
M. Cramer told the whole story. "I fear very much that you have been taken in by a horrible swindler," said M. de Goltz, "but show me the letters, drawings, etc., of the

As soon as the jeweller displayed his collection, Count Goltz declared that they were not in the handwriting of the Queen, but said that the royal arms and the Count Schaffostch's signature demanded great circumspection in dealing with them. He, therefore, advised the jeweller to keep his own counsel, and go directly to Baden, where the Queen then was, and explain the whole affair to her Majesty.

M. Cramer took the Count's advice, had an audience with the Queen, in which he was fully oonvinced that be had been duped. The Queen nearly tainted with emotion at the idea of her name having been employed in so infamous a

M. Cramer returned to the Prussian Ambassador and asked his advice as to the next step.
M. de Goltz—"Keep quiet, write to the false
Count that his orders shall be executed, and take your measures accordingly,"
M. Cramer took this excellent advice and

received another flattering epistle in return, in which it was vaguely binted at that the Prussian decoration of the eagle would also be offered as a testimony of esteem, etc. M. Cramer wrote at the end of a month that all was ready, and asked it the second box, like the first, should be sent to Oppenheim.

A few days after, a man presented himself at the jeweller's establishment with a letter from the Count, saying that, on an important diplomatic mission in Paris, he desired to take charge of the lewels personally, and requested that they might be delivered to the messenger. Of course the man was arrested, but he found no difficulty in proving his innocence; he was only the hotel commissioner. The police took the required precautions, and succeeded in arresting the false chamberlain, and, what was of more importance to M. Cramer, in obtaining possession of all the diamonds. They were con-

cealed in a trunk.
The scandal of the affair is, that the Count is a veritable Count, holding high rank at the Court of Prussia. His lather was for many years Governor of Cologne, and the most popular of governors to the soldiers and citizens. A pas-sion for gambling has reduced the young man disgrace upon his name and family.-

John Bright and the Workingmen. The Birmingham Reform League having applied to Mr. Bright to attend an "open air

meeting" on the subject of reform in that town, the following reply was received:— "ROCHDALE, July 27.—Dear Sir:—I must ask your friends to excuse me it I am unable to attend the meeting on the 31st instant. After the labors of the session I cannot at once enter on those of public meetings, in connection with the great question on which the session has been mainly wasted. I suppose your meeting will be held in the open air. I hope before another session some steps may be taken to enrol working-men now unfranchised in asso-ciations, which will enable them to bring their demand for the suffrage with increased effect before Parliament during the next session. Some concession to them cannot be far off, and the extent of it will depend much on their own organized efforts on behalf of their own cause. I regret very much not take part in your movement.

Joun BRIGHT. I regret very much not to be able just now to

"I am, etc., Jou "Mr. John Oxford, Birmingham."

JEFFERSON DAVIS AND THE CONFEDERATE EXILES.—General John Magruder has published a card in relation to Dr. Crayen's book, in the lexican Times, of which he is now the editor.

The card concludes as follows:—
"I have been presented by a friend with a copy of Dr. Craven's book, and regret to find, on reading it, that Mr. Davis indulges in un-iriendly animadversions on those who, at the termination of the war, thought proper to leave the country. I believe that, closely confined as he was, Mr. Davis remained in entire ignorance of the circumstances which made this on our part not only correct, but patriotic. But it there are any who entertain a different opinion, I think I but represent the feelings of our compatriots abroad when I request a sus pension of that opinion until a release of our x-President from confinement, and his freedom from persecution, shall have enabled us propriety to defend ourselves; and should this not be conceded, I, for one, would prefer to rest under undeserved censure rather than add the weight of a feather to the cares which already so cruelly oppress our former Chief.

"J. BANKHEAD MAGRUDER,
"Late Major-General, C. S. A."

-They have some spunky girls in Chicopee. The other day a lady and gentleman were out driving, when the horse ran away and threw out the gentleman who was driving, after which the young lady, who was left in the carriage, walked out upon the shaft and grasped the reins near the horse's head and stopped him.

INTERNAL REVENUE.

I NITED STATES REVENUE STAMPS

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No. 304 CHESNUTStreet.

CENTRAL DEPOT.

No. 103 South FIFTH Street,

ONE DOOR BELOW CHESNUT.

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Revenue Stamps of every description constanti on hand in any amount.

Orders by Mail or Express promptly attended to. United States Notes, Drafts on Philadelphia, or New York, or current funds received in payment.

Particular attention paid to small orders.

The decisions of the Commission can be consulted and any information regarding the law cheerfully

The following rates of discount are allowed:-

ON ALL ORDERS OF \$25,

TWO PER CENT, DISCOUNT

ON ALL ORDERS OF \$100, THREE PER CENT, DISCOUNT.

ON ALL ORDERS OF \$300,

FOUR PER CENT. DISCOUNT.

All orders should be sent to the STAMP AGENCY,

No. 304 CHESNUT Street, PRILADELPHIA.

RAILROAD LINES.

READING RAIL ROAD
FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIS, THE SCHUYLRILL, SUSQUE HANNA, UMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, June 4 1866
Leaving the Company's Depot, at THIRTEENTH an CALLOWHILL Streets, Philadelphia, at the follow is

CALLOWHILL Streets Philadelphia, at the follow a hours:

MORNIN's ACCOMMODATION.

At 7:30 A. M. for Rescing and intermediate Statio

At 8:15 A. M. for Rescing and intermediate Statio

At 8:15 A. M. for Rescing, Lebanon, Harrisburg, Pot ville, Pincerove, Tamaqua, Sunbury, Williamspo Flmira, Rochester Nissars Falis, Buffalo, Alientow Wilkesbarre, Pittston, York, Carisie, Chambersbur Hagerstown etc. etc.

This train connects at READING with East Pennsylvania Hailroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Hailroad trains for Williamsburg, Lock Haven, Elmira etc.; at HARRIS-BURG with Northern Central Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York Chambersburg, Pinegrove, etc.

Leaves Philadelphia at 3:30 P. M., for Reading, Pottsville, Harrisburg etc., connecting with Reading and Columbia Religions at 600 A. M., stopping at all way stations, arriving at Philadelphia at 5:50 A. M., Returning, leaves Philadelphia at 5:50 P. M.; arrives in Reading at 7:55 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1:10 P. M., Attention trains leave Harrisburg at 2:10 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.

at 645 P. M. HARRISBURG ACCOMMODATION.

Leaves Reading at 7:30 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Atternoon Accommodation south, at 6:30 P. M., arriving in Philadelphia 9:10 P. M.

Modeloh Soltin, at 6-30 P. M., arriving in Philadelphia 910 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12 45 neon for Reading and all way stations. Leaves Reading at 11 30 A. M. and Downlugtown at 12-30 P. M., for Philadelphia and all way stations.

All the above trains run daily, sundays excepted.

Sunday trains leave Pottsville at 8-90 A. M., and Philadelphia at 2-15 P. M. Leave Philadelphia for Reading at 8-90 A. M.; telurning from Reading at 4-25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Townlugtown and intervalidate name.

Passengers for Downingtown and intermediate points take the 746 and 845 A. M. and 540 P. M. trains from Philadelphia, returning from Downingtown at 635 A. M. Philadelphia, returning from Downingtown at 6 35 A. M. and 12 30 moon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 8 90 P.M., passing Reading at 1 65 and 11 53 A. M. and 1 48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chloago, Williamsport, Elmira, Baltimore, etc.

Beturbing, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9 65 A. M., and 9 15 P. M., passing Reading at 4 49 and 10 52 A. M., and 18 30 P. M., and arriving in New York at 10 A. M. and 2 45 P. M. Sleeping cars accommon these trains through between Jersey City and Pittsburg, with out change.

A mail train for New York leaves Harrisburg at 2 10 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7 and 11 30 A. M., and 7 15 P. M., leturoing from "amaqua at 7 35 A. M. and 1 49 and 4 15 P. M.

and 415 P M
SCHUYLKILL AND SUNQUEHANNA BAILROAD.
Trainsleave Auburn at 750 A. M. for Pinegrove and

SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trainsleave Auburn at 700 A. M. for Pinegrove and Harrisburg. and 150 P. M. for Pinegrove and Tremont, returning from Harrisburg at 320,P. M., and from aremont at 735 A. M. and 525 P. M.

THOUGH first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent. Beacing:—

At 25 per cent, discount, between any points desired, for ramilies and firms.

MILEAGE TICKETS, 25250 and for

Good for 2000 miles, between all points, \$52.50 each, for families and firms
SEASON TICKETS.

For three, six, sine, or tweive months, for holders only, to all points, at reduced rates only, to all points, at reduced rates. Residing on the line of the road will be furnished catus entitling themselves and wives to tickers at half fare.

EXTURSION TICKETS

From Philadelphis to principal stations, good for Sa turday, Sunday, and Monday, at reduced fare to be had only at the Ticket Office, at THILTEENTH and CALLOWHILL Streets

FREIGHT.—Goods of all descriptions forwarded to all the above points, from the Company's new Freight

FREIGHT.—Goods of all descriptions forwarded te all the above points, from the Company's new Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia cally at 5 36 A. M., 12 45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville Port Clinten, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 3 15 P. M.

815

THILADELPHIA, GERMANTOWN, AND NORRISTOWN RAIL-ROAD.
On and atter WEDNESDAY, May 16, 1866,
Leave Philadelphia e, 7, e, e, 10, 11, 12 A. M., 14, 45, 574, 5, 7, 8, 10, 11, 12 P. M.
Leave Germantown 6, 7, 72, 8, 80, 10, 11, 12 A. M., 1, 2, 3, 45, 6, 64, 7, 8, 9, 10, 11 P. M.
The 82s cown train, and 35s and 53s up trains will no stop on the Germantown Branch.
Leave Philadelphia 9:10 A. M., 2, 3, 5, 8, 105s P. M.
Leave Germantown 8 A. M., 1, 4, 65, 93s P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A M., 2, 33s 53s, 7, and 11 P. M.
Leave Chesnut Hill 7:10 minutes, 8, 940, 11, 40 A. M.
P40, 340, 540, 640, 840, and 10:40 minutes P. M.
Leave Philadelphia 9:10 minutes A. M., 2, 5, and 8 P. M.
Leave Philadelphia 9:10 minutes A. M., 2, 640, 640, and 25 minutes P. M.

Leave Philadelphia 9:10 minutes A. M., 12, 6, 640, and 25 minutes P. M.
FCR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 835 minutes, 11:05 A. M., 15, 45, 65, 65, 805 minutes, and 115 P. M.
Leave Norristown 5%, 7, 750, 9, 11 A.; M., 15, 456 654 and 8 P. M. train will stop at School Lane, Wissabickon, Manayaurk, Spring Mill, and Conshohocken only

and 8 P. M. train will stop at School Lane, Wissa hickon, Manayunk, Spring Mill, and Conshohocken only ON SUNDAYS.

Leave Philadelphia 9 A. M., 2%, 4 and 7% P. M. Leave Korristown 7 A. M., 1, 5%, and 8 P. M. Leave Philadelphia 6, 8 35 minutes, 11 06 A. M., 1%, 5%, 6%, 8%, and 11%, 6%, 8%, and 11% P. M. Leave Manayunk 6%, 7%, 820, 9%, 11%, A. M., 2, 5, 6% 8% P. M. M. P. M.

ON SUNDAYS.

Leave Philadelphia B.A. M., 2%, 4, and 7% P. M.

Leave Manayunk 7% A. M., 1%, 6 and 9% P. M.

W. S. WILSON, General Superintendent,

¡Depot NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD. For BETHLEHEM, DOYLESTOWN, MAUCH CRUNK, EASTON, WILLIAMSPORT, and WILKES, At 730 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazieton, Williamsport, and Wilkes

barre.
At 336 P. M. (Express), for Bethlehem, Easton, etc reaching Easton at 6.45 P. M.
At 515 P. M., for Bethlehem, Allentown, Mauci

At 515 P. M., for Bethienem, American, Sauce Chunk.
For Doylestown et 8-35 A. M., 2-30 and 4-15 P. M.
For Fort Washington at 16 A. M. and 11 P. M.
For Lansdale at 6-15 P. M.
White cars of the Second and Third Streets Line City
Passenger Cars ron direct to the depot.
TRAINS FOR PHILADELPHIA,
Leave Bethlehem at 6-25 A. M. and 12-75 Noon, and
5 15 P. M. Leave Doylestown at 6 40 A. M., 3:15 and 5:30 P. M.
Leave Doylestown at 6:40 A. M., 3:15 and 5:30 P. M.
Leave Landale at 6:00 A. M.
Leave Fort Washington at 10:30 A. M., and 2:15 P. M.
ON SUNDAYS.

Philadelphia for Betniehem at 9 A. M.
Philadelphia for Doylestown at 2:30 P. M.
Doylestown for Philadelphia at 7:20 A. M.
Bethlehem for Philadelphia at 4:30 P. M.
Through Tickets must be procused at the ticket offices.
THIRD Street, or BERKS Street.

ELLIS CLARK, Agent.

W EST JERSEY RAILROAD LINES, FROM mencing MONDAY, July 16, 1866 Leave Philadelphia as For Cape May, 9 A. M., Mail; 3 P. M., Accommoda-

For Bridgeton, Salem, and intermediate points, 8 A. For Milivalie, and intermediate points, 8 A. M. and 2 P. M. Woodbury Accommodation, 6 P. M. RETURNING: Leave Caps May at 8:00 A. M., Mail; 5 P. M., Express. Leave Bridgeton 7 15 A. M. and 3:50 P. M. Freight 6:30 P. M.

30 P. M. Leave Salem 7 A. M. and 3 35 P. M. Freight 5 45 P. M. Leave Miliville 6 55 A. M. and 6 38 P. M. Freight 11 63 A. M. Freight will be received at Second Covered Wharf helow Walnut street, from 706 A. M. until 500 P. M. That received before 900 A. M. will go through the same Freight Delivery, No 228 S. DELAWARE Avenue J. VAN RENSSELAER, Superintencent.

The West Jersey Express Company will attend to all the usual branches of Express business. A Special dessenger accompanies each through train. Office No. 5 WALNUT Street Philadelphia.

WALNUT Street Philadelphia.

12

1866 - PHILADELPHIA AND ERVE RAIL
ern and Northwest Counties of Pennsylvania to the
City of Eric, on Lake Eric. It has been leased and is
operated by the Pennsylvania Ballroad Company.

11 ME OF PASSENGER TRAINS AT PHILADELPHIA.
Arrive Eastward—Eric Mail Train, 7 a. M.; Eric Express
Train, 1 P. M.
Leave Westward—Eric Mail, P. M.; Eric Express
Train 12 M.
Fassenger cars run through en the Eric Mail and Ex
press trains both ways between Philadelphia and Eric.
NEW YORK CONNECTION.
Leave New York at 9 A. M., arrive at Eric 9-30 A. M.
Leave Eric at 4-45 P. M., arrive at New York 4-10 P. M.
Elegant Sicepins Cars on all the night trains.
For information respecting bassenger business, apply
at corner THIRTIETH and MAEKET Streets, Phila.
And for freight business, of the Company's Agents, 8.
B. Kingston, Jr., corner Thirteenth and Market streets
Philadelphia: J. W. Reynolds, Eric; William Brown,
Agent N. C. R. B., Baltimore.
H. B. HOUSTON, General Freight Agent, Phila,
H. W. GWINDER, General Techst Agent, Phila,
A. Le TYLEE General Bup' Williamsport.

RAILROAD LINES.

THILADELPHIA, WILMINGTON, AND BAL
TIMORE BAILROAD,
TIME TABLE.

Commining MONDAY, July 2, 1868. Trains whileave Depot corner of BROAD Street and WASHING-TON Avenue, as follows:

Express Train at 415 A. M. (Mondays excepted), for Beltimore and Washington stopping at Chester, will mington. Newark, Elkion Northeast, Perryville, Savre, de Grace. Abordeen, Perry man's, Magnolia, Chase's and Stemmer's Bun.

Way Mail Train at 815 A. M. (Sundays excepted), for Baitmore, Stopping at all regular stations between Philadelphia and Baltimore.

Delaware Railroad Train at \$ A. M. (Sundays excepted), for cented, for Princess Anne, Milford, and intermediate stations.

Express Train at 11:45 A. M. (Sundays excepted), for stations. Express Train at 11.45 A. M. (Sundays excepted), for Express Train at 11.45 A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 P. M. (Sundays excepted), for Baltimore and Washington, stopping at thester, Claymont, Wilmington, Newark, Elkion, Northeast Perryville, Harte de Grace, Aberdean, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Ruc. 1

Night Express at 11 P. M., for Baltimore and Washington. rington.
Passengers by Boat from Baltimore for Fortress Mon-

roe Nordolk, Chy Common and Commo Stopping at all Stations between Phuadelphia and Wil Stopping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at 9 A. M., 12 30, 4 30, 6, and 11 30 P. M. The 4 30 P. M. than connects with Delaware Railroad for Harrington and intermediate etations.
Leave Wilmington at 6 30 7 15 and 9 30 A. M., 4 and 6 30 P. M. The 115 A. M. train will not stop at stations between Chester and Philadelphia.
Trains for New Castle seave Philadelphia at 9 A. M., 4 36 and 6 P. M.
THROUGH TRAINS FROM BALTIMORE.
Leave Wilmington at 11 A. M., 4 36 and 10 P. M.
CHENTEN FOR PHILADELPHIA.
Leave Chester at 7 23, 7 55, 10 14, and 11 40 A. M., 4 43, 5 10, 7 26 and 10 36 P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7 5 A. M. Wav-mail. 9 20 A. M., Express. 1 10 P. M. Express. 6 35 P. Ap., Express. 8 26 P. M., Express

Apress 110 P. M. Express
TRAINS FOR BALTIMORE
TRAINS FOR BALTIMORE

Leave Chesterat 440 and 852 Å. M., and 338 P. M.
Leave Wilmington at 523 and 933 Å. M. and 415 P. M.
Freight Trains with Passenger Cars attached will leave
as follows:—Wilmington for Ferry ville and intermediate
stations at 665 P. M. Baitmore for Havre de Grace and
intermediate stations at 46 P. M. Perryville for Wilmington and intermediate stations at 420 Å. M., connecting at Wilmington with 715 Å. M. train for Philadelphia.
SUNDAY TRAINS

necting at Wilmington with 7-15 A. M. train for Philadelphia.

SUNDAY TRAINS.

Express Train at 475 A. M. for Baltimore and Washington stopping at Chester, Wilminston, Newark, Elkton, Nor-beast Perryville Havre-de-Grace, Aberdeen, Perry man's, Magnolia, conses s, and Stemmer's Run.

Night Express, il P. M. for Baltimore and Washington Accommodation Train at 11-30 P. M. for Wilminston and Intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 8-25 P. M., Stopping at Havre-de-Grac, Perryville, and Wilmington, Also stons at Eikmon and Newark (to take passengers for Phi adelphia and Chester to leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

ington.
Accommodation Tram from WI mington for Philade!
This and intermediate stations at 5 % F. M.
H. F. KENNEY, Superintendent. HOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad ompany's Lines.
FROM PHILADELPHIA TO NEW YORK

and Way Pinces, from Walnut Street Wharf, will as to:lows, viz:— At 5 A. M., via Camden and Amboy, Accomu oda M. via Camden and Jersey vity Express. 300 M. via Camden and Amboy Express. 300 M. via Camden and Amboy Accommodation 225 b. via Camden and Amboy Accommoda tion, 2d class. 180
AtS A. M. 2 and 5 P. M. for Mount Holly, Ewansvide Pemberton, and Vincentown. At 5 A. M. and 2
P. M. for Freshold.
At5 and 10 A. M., 12 M., 4, 5, 6, and 11:30, P. M. for Fish 5 and 10 A. M., 12 M. 4, 5, 6, and 1139 P. M. 101 Fish ouse. Primyra. Riverion Progress. Delanco severy Edgewater, bur ington Forence, Sorden-own, etc. The w.A. M., and 4 P. M. lines run ... rect through to Tiemon.

LINES FROM KENSINGTON DEPOT WILL LEAFE
At ILA M., 436, 645 P. M., and 2 P. M. (Night) yis
Kensington and Jersey City / Keress Lines, fare 53-90
The 646 P. M. Line will run daily. All others Sundays

The 6:45 P. M. Line will run dally. All others Sundays excepted.

At 7:30 and 11 A. M., 3:30:430, 5, and 6:45 P. M. a. d. vidight. for Bristol. Trenton, etc.

At 7:30 and 10:15 A. M., 12 M., 3:4, 5 and 6:15 P. M. a. d. vidight. for Bristol. Trenton, etc.

At 7:30 at 10:15 A. M., 12 M., 3:4, 5 and 6:P. M., for Cornwell's Torrisolate Holmesburg, Tacony. Wissinoming. Bridesburg, and Frankford, and at 10:15 A. M. for Bristol. Schenek's, Eddington, and 5:P. M. for Holmesburg and interneous estations.

At 7:30 A. M., and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk (anandalpun, Elmira, Ithaca, Owego, Rochester, Binglism pton, Oswego, Syncuse Great Hend. Montrose Wilkesbarre Scranton. Stoudsburg, Water Gap, Pelvidere, I aston, I ambertyille, elemington etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk. Alleniown, Bethie hem. hem. etc. At 5 F. M. for Lambertville and intermediate stations June 1, 1866. WILLIAM H. GATZMER, Agent

At 5 P. M. for Lambertville and intermediate stations. June 1. 1886. WILLIAM R. GATZMER. Agent.

DENNSYLVANIA CENTRAL RAILROAD.—
SUAN ER ACRANGEMENT.

The Trains of the Pennsylvania Central Gauroad leave the Bengt at Thiriy-dist and Market Streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves From street about 30 minutes prior to the densiture of each Train.
On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of each Trains.
Mann's Binggage express will Scal for and deliver Engage at the Depot. Orders left, at the Odice. No. 651 chesnut street, will receive attention.

Mail Train Thains Leave Depot viz:—

Mail Train Thains Leave Depot viz:—

Mail Train Accommodation, No. 1. at 1909.
Fast line and krie Express*. at 1009.
Fabilized free Mail**. at construction at 400.
Fabilized free Mail**. at 100.
Fabilized free Mail**. at 100.
Fabilized free Mail**. at 100.
Fabilized free Mail**. at 200.
Fabilized free Mail**.

will be at the risk of the owner, unless taken by special contract.

TREIGHT LINES FOR NEW YORK AND 1812 and the Stations on the CAMDEN and AMBOY and connecting Rairoads. INCREASED DESPATCH.

THE CAMDES AND AMBOY RAILMOAD AND TRANSPORTATION COMPANY TREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sandays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 noon, and 4 and 8 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and ad points on the Camden and Amboy Railroad; also, on the Beyldere, Delaware and Flemington, the New Jersey, the Freehold and Jamesburg, and the Eurlington and Mount Holly Railroads, received and towarded up to 1 P. M.

The Belvidere Delaware Reilroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to syracuse, Buffalo, and other noints in Western New York

The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the New Jersey Central Railroad, and at Newark with the Mortis and Essex Railroad.

A slip memorandum, specifying the marks and numbers, slippers, and consignees, must, in every metance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased tacilities have been made for the

N. B.—Increased is cilities have been made for the ransportation of live stock. Drovers are invited to try the route. When sock is turnished in quantities of two carloads or more, it will be delivered at the foot of Fortieth street near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shippent.

of shipment.
For terms, or other information, apply to
WALTER FREEMAN, Freight Age
No. 226 S. DELAWARE Avenue, Philadel OBANGE AND ALEXANDRIA RAILROAD.

On and after MONDAY, February 12, two daily trains will run between Washington and Lynchburg, connecting at Gordoneville with Virginia Central Railroad trains to and from Richmond as follows:

Leave Washington daily (Sunday excepted), at 6:43

A. M., and arrive at Lynchburg at 3 excepted).

Leave Lynchburg at 7 A. M. and arrive at Washington at 5:26 P. M.

EXPRESS TRAIN. Leave Lynchburg at 7 A. M. and arrive at Washington at 5-26 P. M.

Leave Washington delly (including Sunday) at 5-35 P.

M. and arrive at Lynchburg at 6-36 A. M.

Leave Lynchburg at 6-36 P. M. and arrive at Washing ton at 6-10 A. M.

Hoth trains making close connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest.

First-class sleeping ears attached to the night trains.
The road is attractive, not only for 15 comfortable accommodations, but for the fact that it passes the now historic localities of Patriax, Buil Rum, Maniassas, Bristoe, Catlett's, Rappahannock, Culpeper, Orange, and Gordonsville, places of imperishable interest in the popular mind.

Through tickets to all points South and Southwess may be had in Boston, New York, Philadelphia, and Baltimore and at the causes of the road in Washington 5 falexandria. MEDICAL.

THE PERUVIAN

SYRUP IS A PROTECTED SOLUTION OF THE

PROTOXIDE OF IRON. A new discovery is medicine which

STRIKES AT THE ROOT OF DISEASE, By supplying the Blood with its vital Principle, or LIFE SILBERT-IRON.

This is the secret of the wonderful success of this remedy in curing
DYSPEPSIA, LIVER COMPLAINT, DROPSY CHRONIC DIABRHEEA, BOILS, NERVOUS AFFICTIONS, CHILLS AND FEVERS BUMORS,
LOSS OF CONSTITUTION ALL VIGOR, DISEASES OF THE KIDNEYS AND B ADDER, FEMALE COMPLAINTS, And all diseases originating in a

BAD STATE OF THE BLOOD, Or accompanied by Debitity or a low state of the system.

Being free from Alcohol in any torm its energizing effects are not rollowed by corresponding reaction, but are permanent, intusing strength, vigor, and new life into all parts of the system, and building up an Iron Constitution.

DYSPEPSIA AND DEBILITY. From the Venerable Archdeacon SCOTT, D. D. DUNBAM, Canada East, March 24, 1865.

years' standing."

I am an inveterate Dyspeptic of more than years' standing."

I have been so woneerfully benefited in the three short weeks during which I have used the Peruvian Syrup that I can scarce y berluade mysel of the reality. Ecopie who have known me ary astorished at the change. I am widely known, and can but recommend to others that which has done so much for me.

A CASE OF 27 YEARS' STANDING CURED. rom INSLEY JEWETT, No. 15 Avon Place, Boston

"I have suffered, and sometimes severely, for 27 years, from dyspepsia I commenced taking the Perusian Syrup, and found immediate benefit from it. In the course of three or four weeks I was entirely refleved from sufferings, and have enjoyed uninterrupted health everyone." One of the most distinguished Jurists in New England

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"I have tried the FERUVIAN SYRUP, and the result falls asstains your prediction. It has made a new man of me; in need into my system new visor and energy: I sm no longer tremulets and debilitated, as when you last saw me, but a ronger, heartler, and with larger capacity for labor, mental and physical, than at any time during the last five years."

An entire the last five years."

An eminent Divine of Boston savs:—
"I have been using the PERUVIAN SYRUP for some
time past; it gives me new vigor, bacyancy of spirits
elasticity of muscle."

The wands have been changed, by the use of this remody from weak, sickly, suffering creatures to strong, healthy, and happy men and women; and invalids carnot reason-ably healtale to give it a trial. A pamphlet of 32 pages containing certificates of cures frecommendations from some of the most eminent sictans, clergymen, and others, will be sent first to address. that each bottle has PERUVIAN SYRUP blown in

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All Medical Men agree that IODINE is THE BEST Ri MEDY or Scrottla and all kindred discases ever dis-covered. The difficulty has been to obtain a PURE SOLU

DR. H. ANDERS' IODINE WATER Is a Pure Solution of Iodine, WITHOUT A SOLVENT! Containing A FULL GRAIN to each ounce of water. A MOST POWERFUL VITALIZING AGENT AND RESTORATIVE

It has cured and will cure SCROFULA in all its mani-told terms, ULCERS, CANCERS, SYPHILIS, SALT RHEUM, and it has been used with astonishing success in case I RESUMATISM, DYSPERSIA, CONSUMPTION, FRMAL COMPLAINTS, HEART, LIVER, and KIDNEY DISSASS, et Circulars will be sent FREE to any one sending their

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WILD CHERRY HAS BEEN USED FOR NEARLY

HALF A CENTURY, WITH THE MOST ASTONISHING SUCCESS, IN CURING COLGRS. COLDS, HOARSENESS, SORE THROAT ENFLUENZA. WHOGFING COUGH, CROUP, LIVER COMPLAINT BRONCHITIS, DIFFICULTY OF BREATHING, ASILMA. AND EVERY AFFECTION OF

THE THROAT, LUNGS, AND CHEST. CONSUMPTION, Which carries off more victims than any other disease, and which baffles the skill of the Paysicians to a greater extent than any other maisdy, often YIELDS TO THIS REMEBY

When all others prove ineffectual. AS A MEDICINE, RAPID IN RELIEF, SOOTHING IN EFFECT, IN ITS OPERATION IT IS UNSURPASSED:

While as a preparation tree from noxious incredients, poisons, or minerals; uniting skill, science, and medical knowledge; combining all that is valuable in the vegetable kingdom; for this class of disease, it is INCOMPARABLE:

And is entitled, merits and receives the general confidence of the public. dence of the public.

SEYMOUR THATCHER M. D.,

Of Berman N. Y., writes as follows:—

"Wistal's Balsan of Wild Cherry gives universal satisfaction. It seems to cure a Cough by loosening and cleansing the lungs, and allaying irritation. Thus removing the Cause has the Deving Up the Cough, and leaving the Cause Breind. I consider the Balsam as good as any, if not the best Cough medicine with which I am acquainted."

as good as any, it not the best Cough medicine with which I am acquainted."

From Hon Judge SPRAKER, of Canajoharie, N. Y., Gentlement: This is to certify that myself and family have need Dr. Wistars's Balsan of Wild Cherry for several years, and that I take great pleasure in recommending it in preference to anything of the kind for the purposes for which it is intended. In cales of Ashma, Philipsis, or Affections of the Throat, I have never met with anything equal to it.

Very respectfully, DAVID SPRAKER.

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Lear size:—Having realized in any lambly important benefits from the use of your valuable preparation—Wistan's Balsan of Wild Cherry—it afforts me pleasure to recommend it to the public Some eight years ago one of my daughters seemed to be it a decline, and little hopes of her recovery were enter ained. I then procurred a bottle of your excellent, Balsam and before she had taken the whole of the contents of the bottle there was a great improvement in her health. I have in my individual case, made frequent use of your valuable medicine, and have always been bemented by it.

PRICE, ONE DOLLAR A BOTTLE.

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HEALS OLD SORES, FLESH WOUNDS, ETC. It is prompt in action, removes pain at once, and re-duces the most angry-looking swellings and inflamma ions, as if by magic—thus affording relief, and a com-sistancers. Only 20 cents a box! (Sent by mail for 35 cents.)

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PRINCIPAL DEPOT. No. 771 South THIRD Stree Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

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The undersigned citizens take pleasure in cheertant recommending the use of Wright's Tar Syrup for coughs, colds, consumption, whooping-cough, spotted tever, liver complaint, pains in the breast, bronchids, inflammation, and restriction of air vessels in the impaction, inflammation, and restriction of air vessels in the impaction, inflammation, and restriction of air vessels in the impaction, inflammation, and restriction of air vessels in the impaction, including the form of the impaction of th

Mr. William B. Wrights-Mr. William B. Wright:—
Siz:—We take bleasure in recommending your FAR
SYRUP (of which we have already sold considerable
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for the complaints set forth in your printed bill already
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SEST CURE of all diseases arising from excesses in youth
Physical and Nervous Debilty, etc. etc.
NO CHANGE OF DIET IS SECESSARY.
They can be used without detection, and never fall to
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BELL'S TONIC PILLS

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Are recommended as the most Efficacious, Rejuvenating, and invigorating Remedy in the world.

A Package Price Five Dollars, will last a month, and is generally sufficient. In extreme cases of Debility, BELL'S EXTERNAL REMEDY.

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A Pamphlet or 100 pages, on the ERRORS OF YOUTH, designed as a Lecture and Caulion to Young Men, sent tree, Ten Cents required to pay postage. It you cannot purchase Bell's Specific Remedias of your Druggist, take no other, but send the money direct to

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SATURDAY, SEPTEMBER 1

SOUTH TO FARISH TO STEAM TO SEPTEMBER 1

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SOUT

Passengers a'so forwarded to Havre. Hamburg, Brenen, etc., at moderate rates.
Steerage passage from Liverpool or Queenstown, \$46, cutrency. Tickets can be bought here by persons sending for their triends.

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No. 111 WALNUT Street, Philada. FOR NEW YORK.—PHILADELdelphia Steam Propeller Company Descatch awifisure Lines, via Delaware and Raritan Canal,
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Cartains or Agents, Ship Carpenters, and Machinists having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedt's Patent Metallic Composition" for Copper Paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms. pared to jurnish the same on favorable terms.

Kensington Serew Dock, WHISKY, BRANDY, WINE, ETC.

CHESNUT GROVE WHISKY.

No. 225 North THIBD Street.

If anything was wanted to prove the absolute purity of this Whirsy, the following certificates should do k. There is no also holic stimulant known commanding such ecumin endation how such high sources:—

Philadelphia, September 9, 1888.

We have carefully tested the sample of CHESNOT GEOVE WHISKY which you send us, and find that it contains none of the Potsonous substance known as fusic oil, which is the characteristic and injurious in gredient of the whiskies in general use.

BOOTH, GARRETT & CAMAO, Analytical Chemists

NEW YORK, September 3, 1884,
I have analyzed a sample of CHESNUT GROVE
WHISKY received from Mr. Charles Whatton, Jr.,
Philadelphia: and having carefully tested it, I am
pleased to state that it is entirely FREE FROM FOROMOG
ON . T. Blots substances. It is an unusually pur
gna flaces. V. red quality of whisky.

JAMES R. CHILTON, M. D.,

Analytical Chemis

Analytical Chemis

Boston, March 7,1859

I have made a chemical analysis of commercial same ples of CHESNUT GROVE WHISKY, which provests be free from the heavy Fusil Olis, and perfectly pure as unsoluterated. The fine flavor of this whisky is derive from the grain used in manufacturing it.

Respectfully. A. A. HAYES, M. D. Blate Assayer, No. 16 Boyision street.

For saie by parrel, demilionn, or bottle at No. 225 North THIRD Street Palladelphia.

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BRANDIES, WINES, GINS. Etc. Etc.

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